

UNCLASSIFIED//

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SECINFO/U/-//

MSGID/GENADMIN/COMNAVSAFECEN/30/APR//

SUBJ/COMNAVSAFECEN AFLOAT SAFETY ADVISORY 5-11 -

/REPORTABLE MISHAP CLARIFICATION AND REPORTING//

REF/A/DESC:DOC/CNO/7JAN2005//

NARR/REF A IS OPNAVINST 5102.1D, NAVY AND MARINE CORPS

MISHAP AND SAFETY INVESTIGATION REPORTING AND RECORD

KEEPING MANUAL.//

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GENTEXT/REMARKS/1. A REPORT FOR AN AUDIT ON THE REPORTING OF ON-DUTY INJURY AND PROPERTY DAMAGE MISHAPS REVEALED SOME SHORTFALLS IN THE AWARENESS IN THE AFLOAT COMMUNITY ON WHAT CONSTITUTES A REPORTABLE MISHAP. ACCORDING TO THE REPORT, THE MOST PREVALENT REASON FOR NON-REPORTING WAS A LACK OF KNOWLEDGE IN WHAT CONSTITUTED A REPORTABLE MISHAP.

2. THIS ADVISORY CLARIFIES DEFINITIONS IN REF A FOR FLOODING, GROUNDING, COLLISION/ALLISION, FIRES, ELECTRIC SHOCK, AND PROPERTY DAMAGE.

3. ALL AFLOAT CASES OF GROUNDING, COLLISION, AND ALLISION SHALL BE REPORTED AS A MISHAP AND INCLUDE THE COST OF DAMAGE TO OWN SHIP, THE OTHER SHIP, CRAFT, OR OBJECT AND ANY INJURIES. A COLLISION IS ANY UNINTENDED CONTACT BETWEEN TWO MOVING OBJECTS (E.G., SHIPS, CRAFT, AND TUGS). ALLISIONS ARE ANY UNINTENDED CONTACT BETWEEN A SHIP AND A FIXED OBJECT. INCLUDE THE COST ESTIMATE OF DAMAGE AND ANY INJURIES BEYOND FIRST AID.

4. ALL AFLOAT CASES OF FLOODING, DEFINED AS THE INTRUSION OF ANY FLUID (FOR EXAMPLE, WATER, FUEL, SEWAGE) INTO A COMPARTMENT CAUSED BY MISALIGNMENT, NEGLIGENCE, OR FAILURE TO FOLLOW OPERATING PROCEDURES (E.G., EOS, EOP, VALVE LINE-UPS) OR COMPONENT FAILURE (E.G., VALVE, O-RING) OR OVERFLOW CAUSED BY AN UNPLANNED EVENT THAT CAUSES THE IMPLEMENTATION OF EMERGENCY FLOODING ACTION. INCLUDE THE COST ESTIMATE OF DAMAGE AND ANY INJURIES BEYOND FIRST AID.

5. ALL FIRES OCCURRING AFLOAT UPON WHICH AN EXTINGUISHING MEDIA (E.G., FIRE EXTINGUISHER, SPRINKLER SYSTEM) IS USED BY SHIP'S FORCE, FIRE WATCH, CONTRACTOR, ETC. OR, THAT CAUSES DAMAGE TO A SPACE OR EQUIPMENT REGARDLESS OF THE SIZE, DAMAGE COST, OR SEVERITY. INCLUDE THE COST ESTIMATE OF DAMAGE AND ANY INJURIES BEYOND FIRST AID.

6. ALTHOUGH WESS ONLY REQUIRES THE ENTRY OF MISHAP DAMAGE GREATER THAN \$50,000 FOR BOTH GOVERNMENT AND NON-GOVERNMENT PROPERTY, THE SYSTEM WILL ACCEPT AND RECORD DAMAGE COSTS LESS THAN THAT AMOUNT. IN THE ABOVE SITUATIONS, TO GET TO THE WESS "INVOLVED PROPERTY" SCREEN, WE RECOMMEND YOU INITIALLY CHECK THE "GREATER THAN \$50,000" BLOCK ON THE MISHAP-TYPE SCREEN FOR THESE REPORTABLE MISHAPS. THEN, YOU CAN INCLUDE ACTUAL MISHAP COSTS ACCURATELY IN THE FOLLOW-ON SCREENS FOR THE MISHAP CATEGORIES LISTED ABOVE.

7. ALL AFLOAT ELECTRICAL OR ELECTRONIC SHOCKS (WHETHER INTENTIONAL OR UNINTENTIONAL) FROM ANY VOLTAGE, OR CURRENT SOURCE REGARDLESS OF INTENSITY SHOULD BE REPORTED. THE NAVAL SAFETY CENTER IS WORKING SEVERAL INITIATIVES TO ENHANCE ELECTRICAL SAFETY TRAINING AND DOCUMENTATION. REPORTING ALL SHOCKS, NO MATTER HOW MINOR

THEY SEEM AND EVEN IF THE SAILOR IS RETURNED, "FIT FOR FULL DUTY" IMMEDIATELY WILL GIVE US, AND THE CHAIN OF COMMAND A GREATER APPRECIATION FOR THE SIZE OF THIS CHALLENGE AND HELP IDENTIFY THE APPROPRIATE CORRECTIVE MEASURES.

8. ACCORDING TO PARA 3004.1 OF REF A, ALL "CLASS A, B, AND C GOVERNMENT PROPERTY DAMAGE MISHAPS" ARE REPORTABLE. THIS MEANS ANY MISHAP RESULTING IN A TOTAL COST TO THE GOVERNMENT GREATER THAN \$50,000. THIS ALSO INCLUDES NON-GOVERNMENT PROPERTY DAMAGE IF THE DAMAGE WAS CAUSED BY A GOVERNMENT EVOLUTION, OPERATION, OR VEHICLE. IT ALSO INCLUDES DIVING EQUIPMENT THAT IS DAMAGED OR LOST. ALSO INCLUDED IN THE MISHAP COSTS ARE ANY EXPENDITURES NECESSARY FOR ENVIRONMENTAL CLEANUP OR RESTORATION.

INITIAL COST DETERMINATION INCLUDES ESTIMATES FOR COST OF MATERIALS, AND COST OF LABOR FOR REPAIR. ONCE REPAIRS ARE COMPLETE, DETERMINE THE FINAL COST BASED ON THE ACTUAL EXPENDITURES AND AMEND THE MISHAP REPORT PREVIOUSLY SUBMITTED.

9. AS A REMINDER, OPNAVINST 3100.6J (W/IC1), SPECIAL INCIDENT REPORTING (OPREP-3 PINNACLE, OPREP-3 NAVY BLUE, AND OPREP-3 NAVY UNIT SITREP) PROCEDURES, REQUIRES YOU TO INCLUDE COMNAVSAFECEN AS AN INFO ADDEE IF THE INCIDENT IS POTENTIALLY REPORTABLE AS A MISHAP, IS AN ACTUAL MISHAP, OR INVOLVED A FIREARM. ADDITIONALLY, PARAGRAPH 8 IN SECTION III OF CHAPTER 2 REQUIRES YOU TO INCLUDE ONE OF THE FOLLOWING IN YOUR FINAL OPREP-3 MESSAGE FOR THAT EVENT:

MISHAP REPORT NOT REQUIRED.

MISHAP REPORT TO FOLLOW.

MISHAP REPORT SUBMITTED.

10. TO CLOSE THE GAP BETWEEN MISHAPS REQUIRING AN OPREP- 3 OR CASREP MESSAGE AND THE COMMAND'S SENDING THE APPROPRIATE REPORT TO THE NAVAL SAFETY CENTER, WE RECOMMEND COMMANDS INCLUDE THE SAFETY OFFICER IN THE REVIEW OF ALL OPREP-3 MESSAGES AND CASREPS BEFORE THEIR RELEASE. IF THIS ISN'T FEASIBLE DUE TO TIME CONSIDERATIONS, COMMAND SAFETY OFFICERS SHOULD REVIEW THOSE MESSAGES AT THEIR FIRST OPPORTUNITY.//